

Special May Edition - Editor's Note

This is a special edition of the Flyer to update you on important matters before the official start of spring flying season. The executive has been extremely busy working on your behalf since last fall and throughout the winter to ensure a safe and successful 2017 season. But we can't do it alone. We need every member to step up and become aware of the changing environment and challenges we must face together as a club.

You must not only be aware of the safety guidelines and follow them, but you also have to follow our current guidelines with respect to sound testing and flight operations. Our challenges will only grow as we face increased regulation from Transport Canada as described in the April Flyer. Therefore, it is not only important that every member follow all guidelines and club policies, but we must also be able to document and prove to the City and Transport Canada that we are doing so.

The rules and procedures that are in place are not suggestions. They are not optional and they apply to every member that wishes to continue to fly at Humber Valley.

we are therefore adopting a zero tolerance policy for safety or sound infractions witnessed by the executive or reported to the executive by other members. According to our constitution, you will be instantly grounded for the day for any violation of club safety or sound guidelines. Repeat offenders will have flying privileges suspended pending an investigation by the Executive Committee.



So therefore I encourage you to please read this Special Edition of the Flyer very carefully and contact me if you have any questions or concerns. Together we can ensure that everyone enjoys the thrill and challenge of radio controlled flying at Humber Valley for years to come.

... **Tom Gottlieb, Vice President & Editor**

* NEW* Student Instruction Procedures



We are introducing a change to the club's student instruction program this year. The Tuesday and Thursday evening instruction schedule did not work well last year. There are fewer students and most days there were no students showing up. This puts a burden on instructors

for nothing and wastes everyone's time. While the club wants to support student learning, students do not commit to showing up which is not respectful of the instructor's time.

Students

Going forward, you will need to take action to request instruction from qualified instructors. You can find instructors from the instructor's list on our web site in the member's section. There is also a Forum section on our web site for students and instructors to communicate. The Forum can be used by students to ask for instructors or for instructors to post that they are available to instruct on some particular evening when they plan to be at the field. Please contact our webmaster, **Paul McMillan** if you do not have a Forum User ID so that you can post and reply to the forum.

Instructors

If you are listed as an instructor in the member list, you may be contacted by a student by phone or email and you can mutually agree on a time to meet for instruction. Instructors can refuse for any reason and/or refer the student to other instructors who might be available.

If you do not want to accept student requests, or have no intention of instructing this year, please request to be removed from the instructor's list.

If anyone has any other comments or suggestions, please let us know and/or post your suggestions or comments on the Forum.

Field Cleanup Day Sat May 13th 9:00am

Please note that Field Officer **Michael D'Antonio** has decided



to move the Field Cleanup Day to Saturday May 13th to avoid conflicting with the Victoria Day long weekend. He has an ambitious list of tasks to get done so we want to start at 9:00am sharp. We ask all members to come to help. When you get there, Mike and Bruce will organize you into work teams and assign tasks. There will be no flying until Mike gives

the green light that everything possible has been completed.

This is our one day to make the field great for the entire 2017 flying season.

If you can, please and/or shovel to help repair that is following is a list of



bring a rake with the road planned. The planned work: safety signs organize the

- Post new
- Cleanout and storage container
- Battery maintenance - top up with distilled water
- Install an additional solar panel
- Filling potholes along the road and spreading gravel
- Garbage pickup along the roadway and fencing
- Tractor maintenance, oil change
- Flight station maintenance/repair
- Geotextile runway repair and tack down
- Possible field rolling
- Moving large logs along roadway to block unauthorized car access to the field around the gate

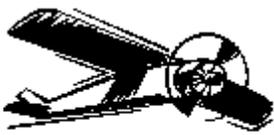
There is a lot to do and we need all the help we can get from every member.

CALLING FOR GRASS CUTTING VOLUNTEERS!



Field Officer **Michael D'Antonio** is calling for more volunteers to help with cutting the grass this year. If you haven't already signed up but think you could help, please contact him at a1aproperty@hotmail.com or 416-771-8097 so that he can

finalize the cutting schedule for the season. We will teach you everything you need to know about mower operations. Thanks!



Grounding Policy

YOU MAY BE GROUNDED FOR THE DAY FOR FAILURE TO FOLLOW EITHER SAFETY OR SOUND GUIDELINES BELOW (**ESPECIALLY THOSE MARKED IN RED FONT**). REPEAT OFFENDERS WILL HAVE FLYING PRIVILEGES SUSPENDED PENDING AN INVESTIGATION BY THE EXECUTIVE COMMITTEE.

PLEASE GOVERN YOURSELF ACCORDINGLY!

Zero Tolerance on Safety Guidelines



Please be advised that the following Humber Valley guidelines will be strictly enforced. Safety is everybody's concern. If you see an infraction of any of these guidelines, please advise the offender to correct his actions and report the incident to an executive.

Not being aware of any of these guidelines is not an excuse. We have been talking about them since the fall and all winter and they have been published in many previous Flyers.

The following are the key flight safety guidelines that must be followed by every pilot.

- 1) **Perform a range check before the first flight of the day.** This is a MAAC safety guideline that you agreed to follow when you signed your membership application.
- 2) **Post your club member card and MAAC insurance card on the frequency board before you fly.** This is a club policy and required to prove to Transport Canada that you are authorized to use the field and insured by MAAC. A police officer could legally cite you for a \$3000 fine by failing to post your cards according to Transport Canada rules.
- 3) **Do not fly north of the railway tracks or south of the flight line.** This is defined in our safety guidelines and now a condition of our 2017 field permit.
- 4) **Except for loading and unloading, members should move their vehicles to the general parking area.**
- 5) **No aircraft will be armed or started in the shelter or pit area.**
- 6) **No use of alcohol or illegal drugs at the field.**
- 7) **No taxiing in the pit area.**
- 8) **Radios equipped with Failsafe capability must have the failsafe option enabled.**

Zero Tolerance on Sound Guidelines



Please be advised that the following Humber Valley sound guidelines will be strictly enforced. Sound control is everybody's concern. If you see an infraction of any of these guidelines, please advise the offender to correct his actions and report the incident to an executive.

Not being aware of any of these guidelines is not an excuse. We have been talking about them since the fall and all winter and they have been published in previous Flyers.

The following are the key sound control guidelines that must be followed by every pilot.

- 1) **No combustion engine (nitro or gas) flying before 10:00am.**
- 2) **All combustion engine and propeller combinations must generate less than 88dB sound level at 25 feet.**
- 3) **All engines must not exceed maximum propeller tip speed of 0.65 Mach at full throttle according to the prop chart below.**
- 4) **Any nitro engine over 1.0 cubic inch displacement and all gas engines must be tested and the result logged by either Val Oddo or Tom Gottlieb.** For each unique engine/ propeller combination, sound must be less than or equal to 88dB at 25 feet and propeller tip speed less than 0.65 Mach at full throttle. Each passing test will be issued a new Humber Valley "Pass" Sound Card that should be kept with the member's club and MAAC cards. The Sound Card may be laminated to the airplane fuselage or wing at the pilot's option.
- 5) Nitro engines under 1.0 cubic inch displacement may be challenged by an executive or sound committee member and be required to pass a sound test as described above for other engines.
- 6) Planes must be re-tested after any change in prop, engine or airframe. Test results will be logged in the Sound Test Log Book and the pilot will be issued a new Sound Card.
- 7) A pilot flying a combustion engine aircraft may be requested by any executive member to produce his Club Membership, MAAC Card and Sound Card (if applicable above) at any time or be grounded.
- 8) Pilots are encouraged to choose 3-bladed props or smaller diameter - higher pitch prop for lower tip speed at same RPM.
- 9) All airplanes: No prop ripping - EVER.
- 10) **All pilots (combustion or electric engine) should "Sign In" and "Sign Out" in the Flight Log Book upon arrival and departure.** This is designed to provide a record of who is at the field in the event of any future incident and allow us investigate and respond with facts.

Note: The Flight Log Book is in the first aid box. If it is not open then you will find the lock combination on the back of your member card and in the member section of the web site. If you have any questions about how this works, please ask a club executive or any member.

There is no excuse for not logging in and out.

- 11) All combustion powered planes must use at least a quiet stock muffler. Stock baffles may not be removed.
- 12) Pilots are encouraged to fly responsibly to minimize noise as follows:
 - a. Conservative throttle management.
 - b. Avoid full throttle flying if there is a brisk prevailing North wind (sound carries South).
 - c. Choose to fly at lower altitude at slower speed rather than high altitude, high speed.
 - d. Avoid continuous full throttle circuits or passes.
 - e. Avoid continuous full throttle 3D maneuvers.



April 5th Meeting Follow Up on Drones

Drone Racing/Flying Discussion and Committee

The question of Drone Racing was described in the April Flyer and discussed at the April 5th meeting. **Zoltan Pittner** showed a video of the proposed drone flying site and presented his view on this fast growing segment of the hobby. There was considerable discussion about safety, operations, membership options, etc. About half of the 20 members who attended indicated they would be interested in investigating this idea further. Four members volunteered to participate in a committee to investigate this, make recommendations and estimate costs.



The executive committee met to determine next steps. Subsequently, the four members who volunteered to investigate drone racing at Humber Valley have been authorized by the President to form a committee with a mandate to identify, plan and test a HVRCF field layout, outline the procedures necessary to operate the field safely and efficiently, and identify any guideline additions needed and the costs involved, if any, and provide a written report to the President by July 31, 2017.

Any members who wish to be added to the committee must be Humber Valley members in good standing and approved by the President. All business matters including MAAC and Membership will be addressed by the club executive. Any changes required to the constitution, member categories, safety guidelines, or our 2017 operations budget will have to be made in accordance with the club's standard procedures and may require a vote by a quorum of members at a special meeting.

Decibel 10th - Smartphone Sound Meter

If you are looking for a good smart phone sound meter, "Decibel 10th" is one of very few noise/sound meter apps on the market providing highly reliable and pre-calibrated measurements. It turns your iOS or Android device into a professional sound/noise meter and precisely measures the sound pressure level (SPL) all



around you. This extremely useful tool is not a replacement for the club's sound meter, but you can use it at home to measure different engine/prop combinations to see what works best before you come out the field for an official sound test.

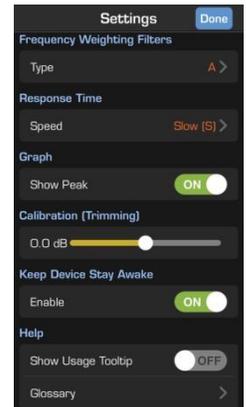
You can also use it in day to day events to become more aware of general sound levels. Have you wondered how quiet is your room or how loud is a rock concert or sport event? "Decibel 10th" will answer all those questions.



This app is FREE but it is well worth the \$3.00 or so to get the full version and avoid advertisements.

See these great features:

- Frequency weighting filters: A, B, C, Z
- Easy to use User Interface
- Regular line graph or BAR graph display in real time
- InstaDecibel to capture your dB report overlaid on photos and easily shared via popular social networks (Facebook, Instagram, Messages, etc.).
- Apple Watch support
- Supports both Portrait and Landscape layout



Other Great Features:

- Time weightings (Response Time): SLOW (500 milliseconds) and FAST (200 milliseconds)
- Trimming calibration from -15dB to +15dB
- Standard measurement range from 30 to 130 dB(A)
- HISTO graph for plotted history of the recorded values
- Real time scale level chart
- Display Current, Average/Leq, and Max values with both nice and clear digital and analog layout
- Quick reference text to help you compare with real-life examples
- Record and export the data (up to 24 hours) to email for further analysis
- "Keep Device Stay Awake" option for long duration recording
- Reset and clear all data at any time
- Tap on Max value to reset at any time
- Pause/Resume the tool at any time

Note

Although the app is pre-calibrated, custom calibration is suggested for serious purposes requiring higher precision and accuracy like sound testing of your engine and propeller combination. When you have your plane tested using the club's official meter, you can trim the calibration until the reading matches the club's sound meter.



Your 2017 Executive

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|---|----------------|
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